SAMUEL PEPYS.

HIS MEMORIAL IN ST. OLAVE'S-MR. LOW-ELL'S EULOGY.

The heaviest penalty, said Mr. Lowell, now faid upon departed greatness is a statue. No doubt he had in his mind's eye some of the recent London monuments to buried merit raised; perhaps Mr. Belt's performances. The memorial to Pepys, in unveiling which our Minister made this remark, is, as he said, a mitigated bur-den upon the dend man whom it is meant to honor. There was, I think, no very urgent reason why Pepys should have a mural tablet set up over against his grave. His Diary is his best monument. However, it happens that the immortal gossip lies buried in the chamber of St. Olave-a saint hence the memorial and the ceremony of yesterday.

As Pepys had been Secretary to the Navy, the First Lord of the Admiralty was asked to make furthermore written a Diary which his calogist of yesterday described as devoid of literary merit, it was deemed right that one of the first living men come, and it was left to Mr. Lowell to represent the Royal Navy and the world of letters as well, The Rector of St. Olave's is a man for whom the

enough reason for giving him a better. He asked us to his church to listen to addresses by Lord Northbrook and Mr. Lowell. The cards of invita-tion here no hint of any other performance, but the Rector was good enough to begin the proceedings not only "inaugurated," but consecrated. Pepys would perhaps have liked this. He used to go pretty regularly to church, and spend his time in looking about him for pretty women. He would have the style of the period. It was also the style of the most famous business streets of London. One ought not to censure the Reverend Mr. Povah too | might be glad to claim as their own, harshly. He has been twenty-three years rector of seen his church filled. The temptation was irresisti- nevertheless ample and cordial. "If I were asked," which he bequeathed the library he wasso proud ofsixty years ago, when his Diary was first decipher-Brother in his day. He would have seen the Master and Wardens of the Clothworkers' Companymindful of the fact that Pepys had himself been master of that once worshipful organization-wearing the furtrimmed gowns which, I suppose, were worn in Pepys's time. He would have seen the Comptroller of the Household of the Duke of Edinburgh, side by side with the Euvoy of a Republic to the man in whose honor he was there. Pepys found in Domesday Book the account he Prayers over, the rector quitted his desk and took up a position in front of the choir and made us a had proposed it twenty years ago, and let it drop low, during ten years of the period when Pepys and taken it up again. After a while he stopped himself lived. and Mr. Lowell was asked to begin.

count bad been in print, nor who was the author of | each in his own fashion. it : which makes it the better worth queting :

Pepys was, without exception, the greatest and most useful Minister that ever filled the same situations in England, the acis and registers of the Admiralty proving this beyond contradiction. The principal rule and establishments in present use in these offices are well-known to have been of his introducing, and most of the officers serving therein since the Restoration of his bringing up. He was a most studious reporter and strenuous asserter of order and discipline. Sobriety, diligence, capacity, lovalty, and subjection to command were essentials required in all whom he advanced. Where any of these were found wanting no interest or authority was capable of moving him in favor of the highest pretender. Discharging his duty to his Prince and country with a religious application and perfect integrity, he feared no one, courted no one, and neghe feared no one, courted no one, and neg-

Not the least interesting point in this striking tes timony is that it should be accepted as true by a man like Lord Northbrook, himself the ablest man of business in a Ministry exceptionally strong in able men of business. He is the present head of the great Department with which Pepys was connected, and his opinion is decisive. It is none the less interesting to add that down to this day many of the forms and papers in use at the Admiralty are of Popys's devising. He found the administration | trated, \$3 00. of the Navy a chaos. He left it an ordered and set-

tled establishment of business. When, however, Mr. Lowell came to the literary side of Pepys's character and fame, considering Pepys as the diarist whom the world knows, he writer. He described him as the very tpye of what we now call a Philistins. He enumerated with pitiless particularity all the charges against him which can be collected out of his own confessions. He did a more cruel thing than that, for he quoted from the index to Mr. Wheatley's "Samuel Pepys and the World He lived In." Mr. Wheatley's list of Pepys's offences as seen through Mr. Wheatley's spectacle. This makes it excusable for an old admirer of Pepys to interpose. I must say that I doubt whether Mr. Lowell, who knows the Diary almost by heart, has read Mr. Wheatley's book about it. There is no reason why he should have read it. The book is one of those short cuts to knowledge, meant for the busy or idle reader of these hasty days who thinks he has no time for literature in its full form and measure. It is put together in great part with scissors and paste. It is not an intelligent account of Pepys, nor sympathetic, nor accurate, nor literary. Mr. Wheatley's summary of Pepys's character, from the index to which Mr. Lowell borrowed his depreciatory titles, is more Philistine than anything in the diary itself. This biographer's idea of serving up character is he avows it himself to make a catalogue of his victim's qualities, "giving the bad ones first and then enumerating the good ones as a set-off." It is this purely mechanical process of which the results are set forth in the index, to which Mr. Lowell too trustfully betook himself. Mr. Wheatley ties a string of adjectives to Pepys's name-" He was vain, ignorant, cred-nions and superstitious,"-he was mean, he was generous, he was unfaithful to his wife, he was a coward, and so on. Mr. Wheatley says his charges against Pepys can be proved to be true. His idea of the nature of proof may be deduced from two instances. Pepys is to go down to posterity as a coward because he once kicked a cook

maid. He is to be thought ignorant of history be-

cause he expected to find an account of England's

dominion on the sea in Domesday Book, This last

1661), you will find that after dinner, when "all very merry," Pepys "spoke to Mr. Falconberge to look whether he could out of Domesday Book give me anything concerning the sea and the dominion thereof." As the book existed only in manuscript and was not printed till eighty years after Pepvs's death, it is a little hard to found a general accusation of ignorance on the fact that Pepys asked somebody to look whether he could not find something in the

manuscript not known to be there. When Mr. Lowell'had once parted company with Mr. Wheatley, his analysis of Pepys became deli-cate, and his account of the irrisistible charm of the book, and of the affection all his readers have for Pepys, was in his best manner. He describes his narrative of those eventful ten years as a delightful picture, "or rather," (and the qualification is a pleasant example of Mr. Lowell's discriminaborrowed out of the Scandinavian calendar-and ation,) "he left behind him the power in our hands St. Olave has a rector of restless mind, and of drawing for ourselves some of the most delightful pictures of the time in which he lived. In affirming that there is no book like the Diary Mr. Lowell but echoes the general verthe chief speech, and consented. And as Pepys had diet. I do not quite follow him in his doubt whether Pepys meant his diary to be some day given to the world. The fact that he inadvertently left among his papers a key to the cipher in which his story of King Charles's escape was of letters should make a second speech, and the invitation sent to Mr. Lowell was accepted. It happened, however, that Lord Northbrook could not a doubt. The Diary was in more ciphers than one, and the pains that Pepys took to vary his "character" were endless. But the Diary itself, with its otherwise incredible frankness, will Church ought to do something. It may be said of probably seem to most men, hereafter as hitherto, him that he magnifies his office, and that is a good the best proof that its author excluded from his own mind every thought of publicity. What Mr. Lowell calls the absolute sincerity of Pepys with himself is a sufficient refutation of this conjective.

"No imaginative faculty in Pepys!" cries the querulous Mr. Wheatley. "If he had had the imwith the morning service of the Church of England | "ginative faculty," retorts Mr. Lewell with apt hu--reading, praying, singing, and all the rest of it. | mor, "he could not have faced his own Diary." But The memorial to Pepys may be said to have been | then, Mr. Lowell himself will not allow to Pepys's writings any literary quality. Certain it is that Pepys's style is but too often slovenly, involved, cumbrons, slipshod, ungrammatical. It was largely looked in vain yesterday. Of women there was no man setting down hurriedly (he often speaks of his lack, but that truthfulness which the stern moral- hurry) the facts of the day's history for his own fuist insists on putting before politeness for-bids one to say they were pretty, not many men are careful of mere form in their Pepys, however, would have seen other men looking note books and journals. Pepys, moreover, at each other in some bewilderment at the exercises | had but an imperfect appreciation of literature. of religion going on about them on this week day His criticisms on books are often grotesque. afternoon in streaming London's central road. St. If he had taken all the pains in the world with his Olave's is one of many churches left stranded in the writing, the average might not have been high. city. You enter it by a court bounded on two sides | And yet from time to time his pages of familiar chat by warehouses, on the third by a lane leading out with himself are illuminated by sentences of a of Hart-st., which leads out of Mark Lane, one of | force and solidity and pregnant directness of speed which the most literary of authors in these days

If Mr. Lowell seems exacting on such points as St. Olave's and this was perhaps the first time he had | these, his general recognition of Pepys's merits is ble. Pepys would have seen, moreover, the master of said he, "what were the reasons for liking Pepys, I Magdalen College, Cambridge, the college to should be disposed to answer that they were as numerous as the days on which he made entries in and by which he was best left in remembrance till his diary." The value of his book, he said again, is simply priceless, and whatever weight be ated and published. He would have seen the Deputy | tached to the charges against the man, the tribute Master of Trinity House, of which he was an Elder Mr. Lowell paid him was a tribute of affection. His Brother in his day. He would have seen the Master enlogy outweighs a thousand times the passing memory of Pepys's peccadilloes. The chief thing to regret is that it was not in writing, and is nowhere well reported. I should like to add to it what I once heard Emerson say : "Read Pepys; it is the best history of England extant." The Philistine might remonstrate against such judgment, and it is rue he could no more find the long records of Engthe existence of which could not easily be explained | lish reigns and English Parliaments in Pepys, than wanted of the dominion of the sea. But he would find what Emerson meant him to find; the most minute, speech of his own. He related in a spirit of frank egotism his connection with the memorial; how he of the life lived by the people of England, high and

Mr. Lowell was asked to begin.

Mr. Lowell began, you perceive, under the double depression of Lord Northbrook's absence and of the nounced in London as if written "Peps." Mr. religious solemnity which had just been transacted | Wheatley tells us that in the lifetime of the diarist in his own pressure. He is so practised a speaker | it was pronounced as if written "Peeps," and that that his embarrassment, if it existed, was concealed living members of the family give it the same from every body but himself. He read a letter from sound. Mr. Lowell, with diplomatic impartiality, Lord Northbrook explaining that nothing but called it at times Peeps, and then Peps, and presurgent business could have kept him away, and ently Peeps again, which was once more followed baying how anxious he was to give his by Peps. Perhaps it does not much signify, but usage testimony to the merits of Pepys as an Admiralty in such matters is the only law and the present official; merits which he believed to be fairly usage in England is certainly to say "Peps." There stated in a contemporary account which he in- is, I suppose, no reason why citizens of an indeclosed. Mr. Lowell did not know whether the ac- pendent republic should not pronounce the name

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GELMANNIC, Cant. Connedy. Saturday, May 3, noon. ELITIC, Capt. Gleadell Saturday, May 3, noon.
GELTIC, Capt. Gleadell Saturday, May 10, 4p. m.
FROM THE WHITE STAR DOCK, FOOT OF WEST
RATES.—Saloon, 850, 850 and \$100. Return tickets on favorable terms. Steerage \$21. Intermediate (Adriatic only),
\$10
For inspection of plans and other information apply at the company's offices, No. 37 Broadway, New York.
R. B. CORTIS, Agent.

Steamboats and Railroads

ALBANY BOATS, PEOPLE'S LINE, DREW and ST. JOHN. Leave Pier 41, N. R., foot of Canal-st., overy week day at 6 P. III.
N. B.—Tickets sold and baggage checked to all stations on New-York Central R. R.; and also tickets of the N. Y. C. and III. R. R. good for passage and stateroom berth. Rooms warned.

Loneing at Cranstons (West Point,) Cornwall, New burgh, Mariboro, Milton, Penghkeepsie and Ecopus. Connecting with Uister and Delaware and Stony Clove R. R Steamboats JAMES W. BALDWIN and CATSKILL leaved daily at 4 p. m., Pier foot of Harrison-st., N. R. PROY BOATS, CITIZENS' LINE.

Steamers CITY OF TROY and SARATOGA leave Pier 44, North River, foot Christopherst, daily except Sainrias, at 6 p. m., connecting with morning trains for the North and West. Sunday's steamer touches at Albany.

West. Sunday's steamer touches at Albuny.

LEHIGH VALLEY RAILROAD.—Passenger trains leave dopot foot of Cortismit and Desbrosses siz. at 8:10 a. m., 3:40 and 7 p. m. for Easton, Bethlehen, Allentown, Resding, Manch Chung, Wilkesbarre, Towanda, Warerly, Ithaca, Geneva, Lyons, Buffalo and the West. Pullman through coaches run daily. Local trains at 7 a. m. and 5:40 p. m. for Easton, Bethlehem and Coolay.

Trains leaving at 8:10 a. m., 1 and 3:40 p. m. connect for all points in Mahanory and Haleton coal regions. Sunday train local for Manch Chunk 8:10 a. m. Leave Manch Chunk at 4 p. m. train local for Mance at 4 p. m.

General Eastern Office, corner of Church and Cortlandt at a.

E. B. BYINGTON, G. P. A.

MEXICAN CENTRAL RAILWAY OPEN FOR BUSINESS. SEVEN DAYS FROM NEW-YORK TO THE CITY OF MEXICO.

On April 10 the entire line of the Mexican Central, between El Faso and the City of Mexico, will be open for passenger and freight business, completely equipped with Pullman Palace sleeping and Huffet cars. Close connections are made at El Paso with all Eastern and Pacific Lines.

D. B. ROBINSON.
General, Manager.
City of Mexico, April 7, 1884.

PHILADELPHIA AND READING

RAILROAD.
FROM STATIONS OF
NEW-JERSEY CENTRAL DIVISION,
FOOT OF LIBERTY-ST. NORTH RIVER.
Direct connection to and from Brooklyn, via Annex Boats,
from Brooklyn Bridge Pler.

Time Table-Taring Effect Nov. 18, 1883.

or Philabel-Phia and Trenfon, "Bound Brook Route" at 7-15, 9:30, 11:15 a.m., 1:30, 4:00, 4:30, 5:30, 7:00, 12:30 p.m. SUNDAYS at 8:45 a.m., 5:30, 12:30 p.m. Notice and Norrestown.

DRAWING.ROOM CARS on all Day Trains and SLEEPING CARS on Night Trains.

Seturning leave PHILADELPHIA, Ninth and Greensts. 7:30, 2:30, 4:30, 1:30 a.m., 1:15, 3:45, 5:40, 6:45, 12:00 p.m. SUNDAY, 8:30 s.m., 5:30, 12:00 p.m. Third and Berks-sts, at 5:10, 8:20, 5:00 a.m., 1:00, 3:30, 5:20, 6:30 p.m. SUNDAY, 8:15 a.m., 4:30 p.m. care TRENTON, Warren and Tucker sts., at 1:25, 6:20, 8:03, 9:05, 10:08, 11:24 a m., 1-84, 4:22, 6:24, 7:28 p. m. SUNDAYS, 1:25, 9:18 a m., 6:15 p. m. or WILLIAMSPORT at 6:45, 7:45, 9:00 a. m., 3:45, 4:00

4 p. m.

For READING and HARRISBURG at 7.45, 9:00 11:15 a. m., 100, 150, 4:00, 5:30, 12:00 p. m. Sundays at 5:50 p. m.

For SCRANTON at 6:15, 9:00 a. m. 3:45 p. m.

For WILEESRAHRE and PITTSTON at 6:15, 9:00 a. m., 1:00, 1:30, 8:45, 5:30 p. m. Sundays at 5:30 p. m.

For DRIFTON at 6:45 a. m., 3:45 p. m.

or TAMAQUA at 6:45, 7:45, 9:00 a. m., 1:00, 1:30, 3:45, 4:00, 12:00 p. m. Nor BETHLEHEM, ALLENTOWN and MAUCH CHUNK at 6:45, 9:00 a. m., 1:00, 1:30, 3:45, 5:30 p. m. Sunday at 6:50 p. m. one p. m. for EASTON at 6:45, 9:00 a. m., 1:00, 1:30, 3:45, 4:00, 4:30, 5:50 p. m. Sundays, 5:30 p. m. or STATIONS ON HIGH BRIDGE BRANCH at 9:00 a.m., 4::0,4:30 p. m.

For STATIONS ON HIGH BRIDGE BRANCH at 9:00 a.m., 4:0, 4:30 p.m.
For PLEMINGTON at 6:45, 9:00 a.m., 1:00, 1:30, 4:00, 4:30, 5:00, 6:30 p.m. Sundays, 1:30 p.m.
For SOMERYILLE at 6:43, 9:00, 10:30, 11:15 a.m., 1:00, 1:30, 2:40, 4:00, 4:30, 5:00, 5:30, 6:00, 7:00, 8:00, 10:30 p.m. Sundays at 8:00 a.m., 1:30, 3:30, 3:00 p.m.
For PLAINFIELD at 6:45, 7:45, 9:00, 9:30, 10:30, 11:15 a.m., 1:00, 1:30, 3:30, 3:30, 3:00 p.m.
For PLAINFIELD at 6:45, 7:45, 9:00, 9:30, 10:30, 11:15 a.m., 1:00, 1:30, 3:30, 3:30, 3:00 p.m. SUNDAYS at 8:00, 8:40, 8:30, 1:00, 1:30, 4:30, 5:30, 1:00, m. SUNDAYS at 8:00, 8:30, 9:00, 9:30, 1:00, 9:30, 1:00, 9:30, 1:00, 1:30, 1:105, 1:2:00 p.m.
For ELIZABETH at 6:15, 6:45, 7:15, 7:45, 8:00, 8:50, 9:00, 9:30, 1:00, 3:30, 3:45, 4:00, 4:15, 4:30, 4:45, 5:00, 5:15, 5:30, 9:30, 1:00, 3:30, 3:45, 4:00, 4:15, 4:30, 4:45, 5:00, 5:15, 5:30, 5:45, 6:00, 6:15, 6:30, 8:45, 7:90, 7:30, 8:00, 8:45, 9:30, 10:30, 11:30, 12:00 p.m. SUNDAYS at 8:00, 8:45 a.m., 1:30, 4:00, 5:30, 9:00, 12:00 p.m.
For NEWARK at 5:00, 5:45, 6:15, 6:45, 7:15, 7:30, 8:00, 8:15, 1:15, 2:00, 2:30, 3:00, 3:34, 4:00, 4:30, 5:00, 5:15, 5:30, 6:45, 6:00, 6:15, 6:30, 8:35, 6:30, 8:15, 6:30, 8:3

For VINELAND and BRIDGETON at 1:30 p. n NEW-JERSEY SOUTHERN DIVISION.

Tickets can be procured at foot Liberty, st., Pier No. 8, North River 21, 102, 207, 257-261, 271, 419, 721, 844, 1,317, and 1,323 Broadway; 737 and 743 6th ave.; I Rivington st.; 10 Greenwich, st.; 208 East 125th st. and principal Hotels in New York City. In Brooklyn at Nos. 4 Court. st.; 118 Broadway; 838 Fultons st.; 210 Manhattanawe; 7 De Ralbsve, 1899 Atlantic ave. In Hobokev, 254 Washington st., N. Y. Transfer Company will call for and check baggage from hotels or residence to destination.

J. E. WOUTTEN, Gen. Manager. C. G. HANCOCK G. P. J. E. WOOTTEN, Gen. Manager. C. G. HANCOCK G. P. and T. A. H. P. BALDWIN, G. E. P. A., 119 Liberty-st., N. Y.

WEST SHORE ROUTE.

NEW-YORK, WEST SHORE & BUFFALO RAILWAY Trains leave Desbrosses, Cortlandt and foot of West 42d stal For Chicago, Suspension Bridge, Niagara Falls and Buffalo, 8 p. m. For Newark, Rochester, Syracuse and Oneida, 9:30 a.m.; *8

For Newark, Rochester, Syracuse and Oneida, 9:30 a. m.; *8 p. m.

Lot Newark, Rochester, Syracuse and Oneida, 9:30 a. m.; *8 p. m.

Utica, Little Falls, Fort Platn, Canajcharle, Port Jacksor Amaterdam, 9:30, 11:20 a. m.; *8 p. m.

Abbany and Catskill, *8, 9:30, 11:20 a. m.; 4:30, *8 p. m.

Newburg, Kingston, Highland, Poughkeepsie, *8, 9:30, 11:21 a. m.; 3:40, 4:30, *9 p. m.

*Daily, Other trains daily except Sunday.

Buffet Parlor Cars on 9:30 and 11:20 a. m. and 4:30 p. m.

trains for Albany.

Parlor Buffet Cars on 9:30 a. m. train for Syracuse and Rochester.

Pullman Buffet Sleeping Cars on 8 p. m. train for Buffalt and Chicago.

Tickets and time tables at stations and at offices of the company, Jersey City, Pennajvania Railroad Station, Brocklyn No. 4 Court-st. Annex office, foot of Fulton-st.; 838 Fulton at, and No. 7 Dekabbaye; New-York City, Nos. 162, 207, 201, 363, 419, 940, 1,323 Broadway, No. 5 Union Square, No. 737 6th-ave, No. 196 East 125th-st. Pennajvania RR Station, foot Desirosses-st., foot Cortlandt-st., and West Shore Station, foot West 42d-st.

MENRY MONETT, Gen. Pass. Agent.

Steamboats and Railroads.

BALTIMORE AND OHIO RAILROAD.

MODEL PAST LINE TO THE WEST.

Via Philadelphia, Baltimore and Washington.

Trains leave from Pennsylvania R. R. Depot:

\$9. m., except Sanday, for Washington and all points West.

7. p. m., DAILY FAST EXPRESS, through sleeping coaches to Chicago, Cincinnati, St. Louis. Connects for all points West.

points West, 12, MIDNIGHT, daily for Washington and all points West. For Time-Tables, Tickets, Sleeping Berths and Baggaro apply at Company's odice, 315, and 21 Broadway, 4 Court-st., Brooklyn; Pennsylvania Railroad.

FOR NEW HAVEN.—Steamers leave Peck Shpats 5 m, and 11 5 m, Sundays excepted.) 11, m, steamer arrives in time for early trains North and East. FOR BRIDGEPORT and all points on HOU satonical NAUGATUCK RAILROADS-Steamers bave Lafternessipat I La. m. E. p. m. 230-st. East River. FOR BOSTON. FARE ONLY \$3.

INSIDE ROUTE, avoiding Point Judith.

Steamers leave daily (except Sunday) from Pier 33, N. R.,

Jar. st., at 5 p. m.

Jay-st., at 5 p. m. POPPLE, Gen'l Pass. Agt., 177 West-st. F. W. POPPLE, Gen'l Pass. Agt., 177 West-st.

FOR BOSTON.

Best route to Newport. Fail River. and all Eastern pofits.
Daily service, SUNDAYS EXCEPTED, From Fier S. N. R.,
at 6 p. m. Steamers PHIORIM and Edistro. From Fier S. N. R.,
Tickels and stateroms may be seen of in New York at all
principal hotels, transfer and ticket offices, at the office on
Pier 28, and on steamers.

EORDEN & LOVELLI.

ORWICH LINE.

Inside Winter Route.

TO BOSTON, \$3. WORCESTER, \$2.50. NASHUA, \$3.63.

PORTLAND, \$6, and no transfer.

Steamers CITY OF WORCESTER
CITY OF NEW-YORK
leave Pier No. 40 North Eliver foot of Watta-at., next pier
above Desbrosses-at. Forry, daily except Sundays, at 5 p. m. NEW-YORK AND LONG BRANCH RR. NEW-YORK AND LONG BRANCH RR.

Stations in New-York

LEAVE NEW-YORK, commending Re., foot Cortlandt, et and Deshroaves.st.

Phila. & Read, RR. foot Liberty, St.

For South Amboy, via Phila. & Reading R.R., 5, 8, 15, 11,00

a.m., 1:30, 4, 5, 6 p. m. Sundays, 4,00, 10,45 a.m. via Penn. iR.

By Grant Re., 9 a.m., 12 m. 31,00 p. m. Sanday 9 a. m. 6 p. m.

For Matawan, &c., via Phila. & Reading R.R., 50, 8, 15, 11,00

a.m., 1:30, 4,01, 4,30, 5,500, ep m. Sundays, 4,00, 10,15 a. m.,

via Penn. RR., 9 a. m., 12 m. 5 p. m. Sundays, 8 a. m. 5 p.m.,

For Red Bank, Long Blanch, Ocean Grove, Asbury Park,
Sea Girt, Point Pleasant, &c., via Philadelphia and Reading

RR., 5,00, 8,15 a. m., 12 m. 310, 5 p. m. Sundays, (not stopping at Ocean Grove or Asbury Park, 4,00, 10,4 m., 10,4 m NEW-YORK CENTRAL AND HUDSON
RIVER RAILROAD.—Commencing Nov. 18, 1883,
through trains will leave Grand tentral Depot.
8 a.m. Western New-York and Northern Express, with
drawing-room cars.
8-40 a.m., Fast limited Chicago Express, with dining cars,
stopping at Albony, Utlea, Syracuse, Rochester, Ruffalo, Erio,
Cleveland and Toledo, arriving at Chicago 10-11 a.m. next day,
10-80 a.m., Chicago Express, drawing-room cars to Camaddaigus, Rochester and Buffalo; connects for Oswezo.
11 a.m., Western Now-York and Northern Express, with
drawing-room cars.

dairun, Rochester and Buffalo; councets for Oswego.

11 a. m. Western New-York and Northern Express, with
drawing-room cars.
230 p.m., Albany, Troy and Utica Express, drawing-room cars.
4 p. m., Accommodation to Albany and Troy.
6 p. m., St. Louis Express, with sleeping cars for Niagara
Falls, Buffalo, Cincinnati (except Saturday), Toledo, Deiroit
and 4t. Louis.
630 p. m., Express, with sleeping cars for Rochester,
Buffalo, Cincinnati (except Saturday), Toledo, Deiroit
and 4t. Louis.
630 p. m., Express, with sleeping cars for Rochester,
Buffalo, Cleveland, Toledo, Deiroit, Chicago, St. Louis, Oswego; also Lowville (except Saturday).
11 p. m., Night Express, with sleeping cars for Albany and
Troy. Connects with the morning trains for the West and
North except Saturday uight).
11 ckets of sale at Grand Contral Depot, No. 5 Rowling
Green, 22 and 425 Broadway, and at Westcott's Express
Offices, 3 Park-piace, and 755 and B42 Broadway New York,
and 333 Washington and 804 Fulton sta, Bwoykin, and 75
Fourth-st., Williamsburg.
Accommodations in drawing-room and sleeping cars can be
procured at any of the ticket offices in New-York City, and as
338 Washington and Rod from residence.
11 p. M. TOUCEY,
12 General Superintendent.
13 General Passenger Agent.
14 DOPULAR SHORE LINE.—For Providence,

General Superintepoent.

POPULAR SHORE LINE.—For Providence,
Boston and the East. All rail from Grand Central Depot.
Three express trains daily Sundays excepted to Boston at 3
a. m. 2 p. m. parlor car attached and 10 p. m. with palace
sleeping cars. Sundays at 10 p. m. with palace sleeping cars.

Newport express leaves Grand Central Depot at 1
p. m., arrives at Newport 7:35 p. m. Parlor cars attached.
P. W. POPPLE, Agent.

DENNSYLVANIA RAILROAD.

PENNSYLVANIA RAILROAD.
On and after Feb. 27, 1884.

GREAT TRUNK LINE
AND UNITED STATES MAIL ROUTE.

Trains leave New York via. Desbrosses and Cortlands Street
Ferries as follows:
Harrieburg, Pittaburg, the West and South, with Pullman
Polace Care attached, Sa. m. 6 and 8 p. m. daily. New York
and Chicago Limited, of Parlor, Dining, Smoking and Sleep
ing Care, at 9 a. m. every day;
Williamsport, Lock Haven, 8 a. m. 8 p. m. Corry and Eric at
8 p. m. connecting at Corry for Titusvilla, Petroleum Centre
and the Oil Regions.
Baltimore, Washington and the South. "Limited Washington
Baltimore, Washington and 18 and 19 p. m. and 12 night, via B.
and P. R. d. 15 a. m. 4 p. m. and 12 night, via B.
and P. R. d. 15 a. m. 4 p. m. and 12 night, via B.
and P. R. d. 15 a. m. 4 p. m. and 12 night, via B.
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and P. R. d. 15 a. m. 4 p. m. and 12 night, via B.
and P. R. d. 15 a. m. 4 p. m. and 12 night.

COACHMAN and GROOM.—By a reliable

Via Ramou, Bay and Amboy, va m., 12 noon, 3:10, 5 p. m. On
Sunday, 9 a. m. and 6 p. m. do not stop at Asbury Park.)

Boats of "Brooklyn Amer" connect with all through car, 1 p. m.
for Cape May, except Sunday, with through car, 1 p. m.
for Cape May, except Sunday, via B.
for Alanting City except Sunday, via B.
for Alanting City except Sunday, via B.

TO PHILADELPHIA. THE OLD ESTABLISHED ROUTE AND SHORT LINE. 20 TRAINS EACH WAY WEEK-DAYS AND 9 ON SUNDAY, 3 STATIONS IN PHILADEL. PHIA; 2 IN NEW-YORK

DOUBLE TRACK, THE MOST IMPROVED EQUIPMENT, AND THE FASTEST TIME CONSIST.
ENT WITH ABSOLUTE SAFETY.

Express Trains leave New-York via Desbrosses and Cortlands Street Ferries as follows:
6:20, 7:20, 8, 8:30, 9 and 10 Limited), 11, 11:40 a. m. 1, 3:20, 8:40, 4, 6, 6, 7, 8 and 9 p. m. and 12 might. Sundays, 6:15, 8, (9 thuited and 10 a. m.; 4, 6, 7, 8 and 9 p. m., and 11 might. Trains leaving New-York delly, orcept sunday, 7:20, 8:20 and 11:10 a. m., 1, 2, 4, 5 and 7 p. m., connect at Trenton for Canden.

Camden.
Returning trains leave Broad-st. Station. Philadelphia, 12:01.
Sol. 4, 4:35 (except Monday, 6:50, 7:30, 8:20, 5:30
11, 3:34, 5:30, 4, 4:35 (except Monday, 6:50, 7:30, 8:20, 5:30
11, 3:34, 5:36, 6:30, 7:40, 7:45 and 8 p. m. On Sunday 12:01, 3:15, 8:20, 4, 4:35, 8:30 a. m. 4, 15:20 Limited; 6:30, 7:40, 7:45 and 8 p. m. Leave Philadelphia via Camden, 8:50 a. m. daily except Sunday.
Ticket offices, 4:50, 8:50, and 8:44 Broadway, 1 Astor House, and foot of Desbroases and Continuit Streets, 4 Court-st. and Brooklyn Annex Station, foot of Fulton-st. Brooklyn: Bush's Hotel, Holosken; Station, Jersey City Emigrant Ticket Office No. 8 Entery Place and Castle Gar The New York Transfer Foresters.

The New-York Transfer Company will call for and cheek baggage from hotels and residences. CHARLES E. FUGH, General Manager. General Pass'r Agent.

STARIN'S CITY, RIVER AND HARBOR TRANSPORTATION COMPANY. Office Pier 18, N. R., foot of Cortlandt-st.
Consignments of freight forwarded as directed to any part

UNEQUALLED FACILITIES FOR DISPATCH. Orders received for delivery of all kinds of freight and mer thandise to any part of the city. SEA AND HARBOR TOWING AND RIVER AND HAB BOR LIGHTERAGE.
Freight of every description promptly lightered to any point

n the barbor at reasonable rates. STEAMBOATS, BARGES AND GROVES TO CHAR-TER FOR EXCURSIONS. Steamer JOHN H. STARIN for NEW-HAVEN, leaves Pict 18, N. R., foot of Cortlandt-at, at 2 p. m. daily. [SUNDAYS

For New-Haven and points East, at Pier 18. NORTH SHORE, STATEN ISLAND.—Eleven Miles for Ten Cents, via Steamers from Pier 1, E. R., foot of White

CENTRAL SHIPYARD, Communipaw, N. J .- Dry Docks Machine and Boiler Shops. Everything appertaining to the construction and repair of vessels. THE ERIE RAILWAY, better known as the NEW YORK, LAKE ERIE AND WESTERN BAIL BOAD.

THE ERIE RAILWAY, better known as the NEW-YORK, LAKE ERIE AND WESTERN RAIL ROAD.

Arrangements of trains from Chambers-st. Depot.

Arrangements of trains from Chambers-st. Depot.

Daily except Sundays. Day Express, drawing-ross coaches to Binghamton. Elmira and Rufslo. Sleeping coaches to Cleveland, Cincinnati and Chicago.

6 p in daily. "St. Louis Limited" Express.—No extra charge for fact time—Pullman Sleeping Coaches to Binghamtol, arriving 7:25 a mr. Niagara Falis, 9 a mr. Hamiton, Ont. 19:46 a mr. Devolut. 8:29 p m. Salamanca 7:68 am Cleveland, 119:46 a mr. Detroit. 8:29 p m. Salamanca 7:68 am Cleveland 1:40 p m. Cincinnati, 8:20 p m. St. Louis 8:40 am second day. Connecting trains arriver Toledo 5:25 p m and Indianapolis 11 a m. 6 p m. Daily)—Pacific Express for the West. A Solid Train of Pullman Day and Sleeping Coaches to Binghamton, Elmira, Buriato, Niagara Falis, Cincinnati and Chicago. Hotel and Buffet Smoking Coaches to Ringhamton, Elmira, Buriato, Niagara Falis, Cincinnati and Chicago. Hotel and Buffet Smoking Coaches to Ringhamton, Elmira, Buriato, Silagara Falis, Cincinnati and Chicago. Hotel and Surfets Smoking Coaches to Chicago.

2:16 p m—Emigrant train for the West.

Rutherfore and Passale 6 7:20 7:50 9:30 10:20 a m 12 midnight. Sundays 6 8:30 10:20 a m 1:45 6:30 9 p m 12 midnight. Paterson 6 7:20 7:50 9:30 10:20 a m 12 moon 1:45 3 3:50 4:40 5 5:10 5:30 0:30 e:10 8:30 e:10 8 NORTHERN RAILROAD OF NEW-JERSEY. Nyack 7 830 10 a m 1 3::0 4 4:50 5:30 6:40 5:30 p m 12 mid-might. Sandays 7 9 a m and 7:15 p m.

Kannet, Spring Valley and Moneey 7:10 10 a m 4:50 p m.

Sundays 7 a m.

Sundays 8 a m.

Sundays 9 a m.

Sunda

Situations Wanted -- Temales!

A.—THE PROTECTIVE EMPLOYMENT
ASSOCIATION.
(Chartered by the State of Now-York)

S. ODELL, president. | E. V. ODELL, treasurer. W. H. PROSSER, secretary. | M.A. KELLOGG, attorney Main office 1,317 Broadway. Entrance, 100 W. 34th-st.
Branches, 174 3d-ave, between 10th and 17th sta.
152 East 125th-st. near 3d-ave.
Brooklyn, 185 and 87 Court-st., near City 1fall.
1846 Fullon-st., near Vanderbid-ave.
One fee entitles pairons to the privilege of all the offices.

-MISS L. CAMPBELL'S foreign and do-mestic male and female EMPLOYMENT BURKAU, est Totat - servants disappointing families will be ex-droun this office. COMPANION OR LADY'S MAID. -By a com-

petent person, who is willing to assist as housekeeper; a good amannensis; best reference. Address MRS. K., box 25. Tribune Office. COOK.—By a competent Swedish woman as first-lass cook; willing and oblights; eity or country; hast employer on be seen. 404 7th-ave., third sight up. CHAMBERMAID, &c.—By a young girl as the country. Call for two days at present employer's, 22 West

CHAMBERMAID, &c.—By a competent wo-man as chambermaid and wateress; willing to assist with washin; and sewing; good city reference. 252 West 30th-st. CHAMBERMAID, &c. — By a respectable wound girl lately landed: first class chambermaid, and would assist with children or any other light housework. 300 Sd-ave, hear 25th-st., confectionery store; no cards.

CHAMBERMAID, &c.-By a strong German washing, ironing, wanting; best reference; city or country. HOUSEWORK or COOK and LAUNDRESS.

-sya Weish girl; understands her bosine a well; is also a first class laundress, or will assist with any work in a family; best references; city or country. Can at 272 6th-ave near 17th-st., upstairs.

LAUNDRESS.—A Young Girl wishes a situation as regular laundress, or to do cooking washing and ironing; best city references. Address No. 314 West 60th et. LAUNDRESS.—By a first-class laundress;

LAUNDRESS.—A colored woman would like to do family washing at hous. No. 422 West 41stst. MAID or CHAMBERMAID.—By a young woman; two years' reference. Call at present employer's, 15 West 30th-st.

NURSE.- By a French girl, as nurse; city good reference. ADD, 854 West 12th-st. NURSE.—By an experienced and trastworthy English Protestant accustomed to have the charge of children; age 35; good references. 70 West 9th-st.

WAITRESS.--By a competent young woman as first-class waiter; understands her business in all its branches; first-class city reference. 202 East 11st-t., third foor. WASHER and IRONER,—By a colored first-class reference. Call at 328 West 41st-st.; A. TUCKER, Call two days.

WASHING.—By a colored woman, to do fine family washing by the month. Address J. W., Station

Situations Wanted -- Males.

A SSISTANT BARTENDER, Porter or Useful-man - By a young man age 21; willing to work at any-thing. JOHN CREGAN, 219 East 224 st., top floor. BUTLER or WAITER.—By a Frenchman, middle-aged, single, in a private family: good city references; city or country. Call or address J. T., No. 315 East 35th-st., third floor.

COACHMAN and GROOM.—By a thoroughly competent single man; Scotch Protestant; a good handler of horses; willing and active about the business; strictly temperate; city reference; city or country. Address.

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